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CONSTRUCTION CHRONOLOGY OF LAUNCH COMPLEX "J"  
TYURATAM MISSILE TEST CENTER, USSR

REMARKS: THESE BRIEFING BOARDS DEPICT THE CHRONOLOGY OF CONSTRUCTION AT LAUNCH COMPLEX "J", TYURATAM MISSILE TEST CENTER. LAUNCH COMPLEX "J" IS RAIL AND ROAD-SERVED AND INCLUDES 3 MAJOR FEATURES: (1) A LARGE SUPPORT FACILITY CONTAINING A HOUSING AND ADMINISTRATION AREA AND A CONSTRUCTION SUPPORT AREA, (2) A LARGE MISSILE ASSEMBLY/CHECKOUT BUILDING (MAB), AND (3) A LAUNCH AREA UNDER CONSTRUCTION.

THE COMPLEX IS LOCATED APPROXIMATELY 18 NM NORTH OF TYURATAM, AND THE LAUNCH AREA IS APPROXIMATELY 3 NM NE OF THE COMPLEX "J" SUPPORT FACILITY.

FIRST IDENTIFICATION OF CONSTRUCTION ACTIVITY WAS MADE IN [REDACTED]

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[REDACTED] NO EVIDENCE OF THIS ACTIVITY WAS EVIDENT IN [REDACTED]

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COMPLEX HAS BEEN COVERED BY A TOTAL OF 23 KH-4 AND 5 KH-7 MISSIONS.

CHRONOLOGY

[REDACTED] REVEALED NO EVIDENCE OF CONSTRUCTION IN THE AREA OF [REDACTED]

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THE FUTURE LOCATION OF LAUNCH COMPLEX "J".

[REDACTED] REVEALED THE FIRST EVIDENCE OF CONSTRUCTION AC-

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TIVITY IN THE AREA OF THE SUPPORT FACILITY. UNDER CONSTRUCTION AT THAT TIME WERE THE CONSTRUCTION SUPPORT AREA, THE HOUSING AND ADMINISTRATION AREA, A ROAD, AND A RAIL BED. APPROXIMATELY 15 BUILDINGS WERE IN THE AREA. (BETWEEN JUN 63 AND SEP 63, COMPLEX "J" WAS COVERED BY ONE KH MISSION WHICH

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Excluded from automatic  
downgrading and  
declassification

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REVEALED CONTINUED ACTIVITY. BUILDINGS WERE ADDED, THE RAIL AND ROAD WERE EXTENDED, AND 3 DEAD-END RAIL SPURS LEADING FROM THE MAIN RAIL SPUR WERE CONSTRUCTED IN THE CONSTRUCTION SUPPORT AREA.)

[REDACTED] REVEALED THAT THE AREA HAD BEGUN TO SHOW THE

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CHARACTERISTICS OF A SUPPORT AREA FOR A LAUNCH COMPLEX. THIS WAS THE FIRST DETAILED VIEW OF THE COMPLEX UNDER CONSTRUCTION. AMONG THE FACILITIES OBSERVED IN THE HOUSING/ADMINISTRATION AREA AND THE CONSTRUCTION SUPPORT AREA WERE A RAILHEAD, A CONCRETE BATCH PLANT UNDER CONSTRUCTION, AN OVERHEAD CRANE, STORAGE AREAS, AN EQUIPMENT POOL, A MOTOR POOL, 2 TENT AREAS AND RAIL SIDINGS WHICH PARALLELED THE MAIN RAIL AND ROAD ACCESS. (BETWEEN SEP 63 AND FEB 64, THE AREA WAS COVERED BY 2 KH MISSIONS. DURING THIS PERIOD CONSTRUCTION CONTINUED. BUILDINGS WERE ADDED TO THE SUPPORT AREA, AND THE MAIN ROAD AND RAIL EMBANKMENTS WERE OBSERVED UNDER CONSTRUCTION EXTENDING ENE FOR APPROXIMATELY 4,000 FT [REDACTED]

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[REDACTED] REVEALED THE FIRST DETAILED VIEW OF THE FOUNDATIONS FOR THE MISSILE ASSEMBLY/CHECKOUT BUILDING (MAB). (THE FIRST EVIDENCE OF CONSTRUCTION OF THESE FOOTINGS WAS OBSERVED ON [REDACTED] THE FOUNDATIONS FOR 5 SMALLER BUILDINGS WERE ALSO CONSTRUCTED ON THE EAST SIDE OF THE MAIN RAIL AND ROAD ACCESS. THE SUPPORT AREA CONTINUED TO GROW AND AMONG THOSE ITEMS OBSERVED WERE A POWERPLANT, NEW BUILDINGS UNDER CONSTRUCTION, OPEN STORAGE, AND A RAIL SPUR SERVING THE MAB.

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[REDACTED] REVEALED THAT THE ROAD HAD BEEN EXTENDED AND CURVED TO THE NW. THE RAIL SPUR HAD NOT YET BEEN EXTENDED THIS FAR. CONSTRUCTION HAD CONTINUED ON THE MAB AND VERTICAL MEMBER CONSTRUCTION WAS IN PROGRESS. A RAIL LINE BY-PASSED THE BUILDING AND TERMINATED APPROXIMATELY 3,500 FT NE. (BETWEEN JUN 64 AND SEP 64, COMPLEX "J" WAS COVERED BY 2 KH MISSIONS. CONSTRUCTION CONTINUED THROUGHOUT THE AREA, AND VERTICAL AND HORIZONTAL MEMBERS WERE ADDED TO THE MAB.)

[REDACTED] REVEALED THAT THE MAB WAS BEING ROOFED. THE FIRST EVIDENCE OF CONSTRUCTION AT LAUNCH PAD J1 WAS OBSERVED IN THE FORM OF GROUND SCARRING AND A SMALL, POSSIBLY SECURED, RECTANGULAR CONFIGURATION. THIS AREA WAS LOCATED APPROXIMATELY 3,000 FT NE OF THE END OF THE ROAD.

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[REDACTED] REVEALED A CONSIDERABLE INCREASE IN SCARRING AND TRACK ACTIVITY HAD OCCURRED IN THE VICINITY OF J1. AN IRREGULAR EXCAVATION WAS DISCERNIBLE, AND SPOIL WAS BEING PILED APPROXIMATELY 1,800 FT NE OF THE EXCAVATION AT THE LOCATION OF THE PREVIOUSLY MENTIONED SMALL RECTANGULAR CONFIGURATION. (BETWEEN SEP 64 AND MAY 65, COMPLEX "J" WAS COVERED BY 8 KH MISSIONS. DURING THIS PERIOD THE EXCAVATION AT J1 WAS CONSIDERABLY ENLARGED AND DEEPEMED, AND CONSTRUCTION ACTIVITY WAS OBSERVED IN THE AREA OF THE EXCAVATION. ROOFING ACTIVITY AT THE MAB CONTINUED AND BY THE END OF MAR 65, THE LOW BAY SECTION HAD BEEN COMPLETELY ROOFED, AND ROOFING ON THE HIGH BAY SECTION WAS 75 PER CENT COMPLETE. EXTENSION OF THE RAIL EMBANKMENT PARALLEL TO THE MAIN ROAD CONTINUED, AND THE TERMINUS OF THE RAIL WAS CURVED IN THE GENERAL DIRECTION OF THE EXCAVATION AT J1. CONSTRUCTION

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CONTINUED THROUGHOUT THE SUPPORT FACILITY.)

[REDACTED] REVEALED A SECOND LARGE EXCAVATION WAS BEING DUG APPROXIMATELY 1,700 FT WNW OF THE EXCAVATION AT J1. THIS SECOND EXCAVATION WAS THE FIRST EVIDENCE OF THE CONSTRUCTION OF PAD J2. CONSTRUCTION ACTIVITY WAS OBSERVED BETWEEN THE TWO EXCAVATIONS. THE RAIL HAD BEEN EXTENDED AND DIVIDED INTO A "Y" CONFIGURATION, THE ENDS OF THE "Y" TERMINATING BETWEEN THE 2 EXCAVATIONS. THE EXTERIOR OF THE MAB WAS COMPLETE. GANTRY TRACKS, APPROXIMATELY 60 FT APART, WERE OBSERVED UNDER CONSTRUCTION EXTENDING APPROXIMATELY 3,000 FT FROM THE MAB IN THE GENERAL DIRECTION OF LAUNCH AREA J1-J2. (BETWEEN MAY 65 AND FEB 66, COMPLEX "J" WAS COVERED BY 7 KH MISSIONS. DURING THIS PERIOD CONSTRUCTION ACTIVITY SEEMED TO BE CONCENTRATED IN THE VICINITY OF THE LAUNCH AREA. BY FEB 66, AT LEAST 14 BUILDINGS HAD BEEN CONSTRUCTED BETWEEN THE PADS AND THE EARTH-COVERING OF SOME OF THESE BUILDINGS HAD BEGUN. EXCAVATING CONTINUED AT J2 UNTIL THE EXCAVATION WAS APPROXIMATELY AS DEEP AS THAT AT J1. CONSTRUCTION ACTIVITY WAS OBSERVED IN THE EXCAVATION AT J1 IN AUG 65, AND BY FEB 66 A LARGE "Y"-SHAPED STRUCTURE, THE WALLS OF WHICH WERE NEARLY UP TO GROUND LEVEL, WAS OBSERVED IN THE EXCAVATION. A CIRCULAR OBJECT WAS LOCATED AT THE CENTER OF THE "Y". AN ALMOST SQUARE STRUCTURE WAS LOCATED SLIGHTLY BELOW THE LIP OF THE EXCAVATION ON THE DOWNRANGE SIDE OF THE "Y". AT J2, BY FEB 66, SIMILAR CONSTRUCTION ACTIVITY WAS IN PROGRESS, BUT IN A MUCH EARLIER STAGE. THE RIGHT FORK OF THE RAIL WAS EXTENDED TO A POINT NE OF J1, AND WAS THEN

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DISRUPTED BY DITCHING MIDWAY BETWEEN THE PADS. THE ENTIRE LAUNCH AREA WAS SECURED BY AN IRREGULARLY SHAPED SINGLE SECURITY FENCE. THE GANTRY TRACK CONSTRUCTION WAS EXTENDED AN ESTIMATED 1,500 FT.)

[REDACTED] REVEALED THE "Y"-SHAPED STRUCTURES IN THE EXCAVATIONS AT J1 AND J2 WERE BLAST DEFLECTORS. FORWARD OF THE EXCAVATION AT J1 A CURVED DITCH WAS OBSERVED CONTAINING A CONDUIT WHICH WAS OPEN ALONG THE TOP. A SIMILAR DITCH COULD BE OBSERVED FORWARD OF J2. OTHER DITCHING CONTAINING CONDUITS CONNECTED J1 AND J2. SEGMENTS OF A SECOND SECURITY FENCE WERE ALSO APPARENT. FOOTINGS FOR GANTRY TRACKS WERE UNDER CONSTRUCTION IN 2 PARALLEL DITCHES AT VARIOUS POINTS BETWEEN THE MAB AND THE LAUNCH AREA. IT APPEARED THAT PORTIONS OF THE GANTRY TRACKS WHICH HAD PREVIOUSLY BEEN CONSTRUCTED WERE BEING RE-EXCAVATED AND ENLARGED, AND A THIRD DITCH INDICATED THE GANTRY TRACKS WOULD FORM A "Y" AND ENTER BOTH DOORS OF THE BUILDING. THE RAILS PREVIOUSLY OBSERVED SERVING THE MAB HAD BEEN REMOVED. CHANGES IN THE SUPPORT AREAS INCLUDED THE IDENTIFICATION OF A FOURTH BATCH PLANT AT THE CONSTRUCTION SUPPORT AREA; A PROBABLE STEAM LINE WAS UNDER CONSTRUCTION AND EXTENDED NW FROM A HEAT/POWERPLANT AT LAUNCH COMPLEX "A" TO THE SUPPORT FACILITY AT COMPLEX "J", WHERE IT TURNED TO PARALLEL THE ROAD TOWARD LAUNCH AREA J1-J2. (IN MAR 66, LAUNCH COMPLEX "J" WAS COVERED BY ONE KH MISSION. IT WAS OBSERVED THAT THE GANTRY TRACKS UNDER CONSTRUCTION FROM PAD J1 HAD BEEN EXTENDED APPROXIMATELY 3,000 FT IN THE GENERAL DIRECTION OF THE MAB.)

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THIS BOARD PRESENTS DETAILS OF THE MISSILE ASSEMBLY/CHECKOUT BUILDING (MAB) AND THE BLAST DEFLECTOR.

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IN OVERALL SIZE THE MAB IS 780 FT LONG, 625 FT WIDE, AND 195 FT HIGH. THE HIGH BAY SECTION IS 780 X 395 X 195 FT IN SIZE, AND THE LOW BAY'S DIMENSIONS ARE 780 X 230 X 110 FT. THERE ARE 2 DOORS AT EACH END OF THE HIGH BAY SECTION. THOSE NEAREST THE LAUNCH AREA ARE EACH 120 FT HIGH AND 95 FT WIDE. THOSE AT THE OTHER END ARE EACH 75 FT HIGH AND 95 FT WIDE.

TWO ARMS OF THE BLAST DEFLECTOR ARE EACH 170 FT LONG AND [REDACTED] THE THIRD IS 180 FT LONG AND [REDACTED] THE WALLS OF EACH DEFLECTOR ARE [REDACTED] THICK. THE OBJECT AT THE CENTER OF THE "Y" HAS AN OUTSIDE DIAMETER OF 40 FT AND AN INSIDE DIAMETER OF [REDACTED]

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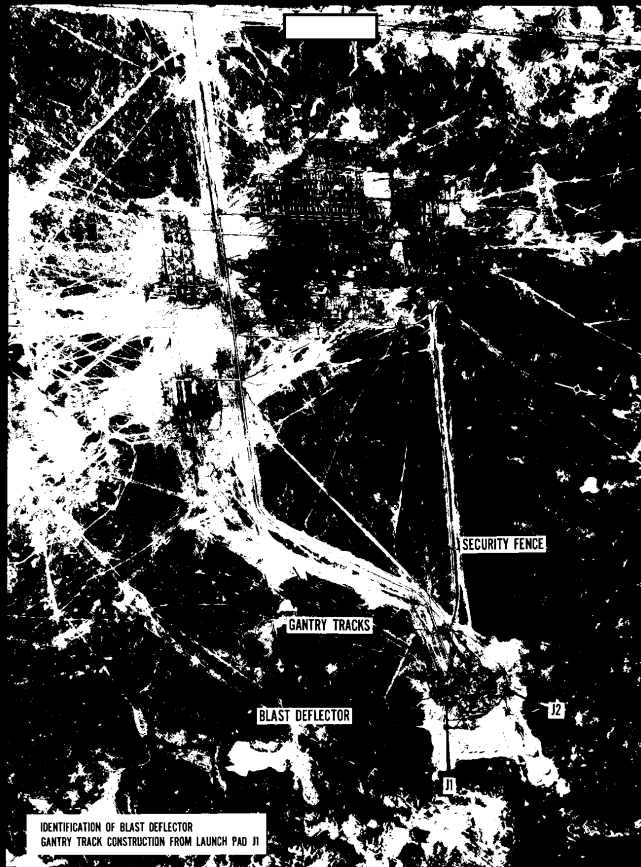
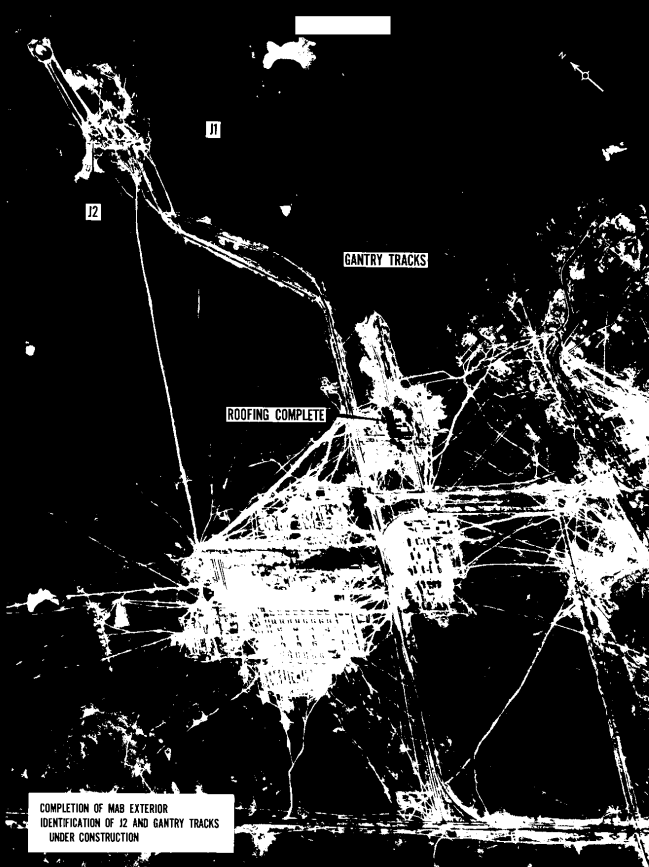
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# CONSTRUCTION CHRONOLOGY OF LAUNCH COMPLEX J TYURATAM MISSILE TEST CENTER, USSR 45-55N 63-17E



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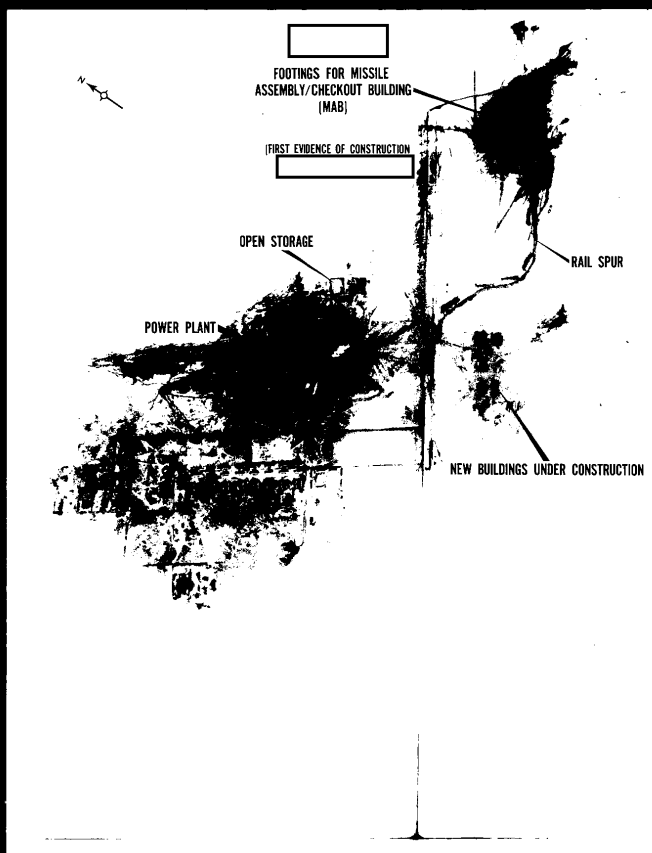
# CONSTRUCTION CHRONOLOGY OF LAUNCH COMPLEX J

## TYURATAM MISSILE TEST CENTER, USSR

45-55N 63-17E



RAPID CONSTRUCTION RATE  
AS SHOWN BY FIRST VIEW OF DETAILS



FIRST DETAILED VIEW OF MAB FOOTINGS  
ENLARGEMENT OF SUPPORT AREAS  
EXTENSION OF RAIL SPUR TO MAB AREA

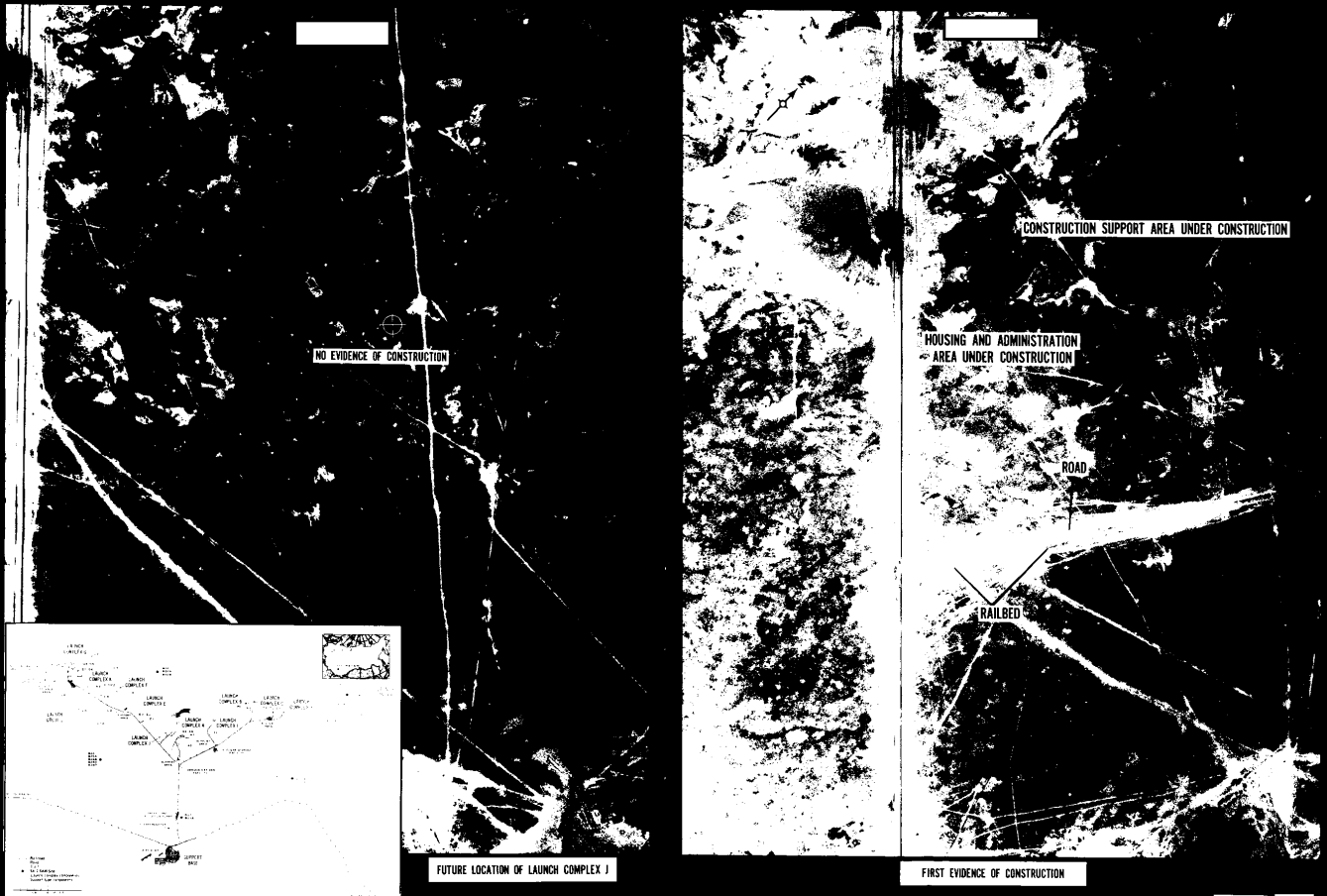
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# CONSTRUCTION CHRONOLOGY OF LAUNCH COMPLEX J

## TYURATAM MISSILE TEST CENTER, USSR

45-55N 63-17E

EXTENSION OF ROAD

VERTICAL MEMBERS OF MAB  
UNDER CONSTRUCTION

ROAD EXTENDED  
ABOVE GROUND CONSTRUCTION OF MAB STARTED

START OF EXCAVATION FOR J1

PARTIALLY ROOFED MAB

ROOFING OF MAB IN PROGRESS  
FIRST EVIDENCE OF CONSTRUCTION OF LAUNCH AREA

SPOIL

J1

ROOFING  
EXTENDED

5 DAYS OF CONSTRUCTION ON LAUNCH AREA

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